

Amendments to the Claims:

1. (currently amended) An internal combustion engine having an exhaust system with an air intake duct (6) and an exhaust duct (4), a turbocharger (2) with an exhaust gas turbine (3) disposed in said exhaust ~~gas~~ duct (4) so as to be driven by the exhaust gas of the internal combustion engine and a compressor (5) disposed in the air intake duct (6) and connected to said turbine (3) so as to be driven thereby, a rotary slide valve (14) disposed in communication with said exhaust duct (4) upstream of said exhaust gas turbine (3), and a bypass line (17) connected to said valve (14) and bypassing said turbine (3) for discharging exhaust gas from the first and second exhaust duct ~~(4)~~ ducts 4a, 4b) upstream of said turbine (3), said valve (14) including a valve housing (26) with relief openings (24, 25) disposed adjacent to each other and with a valve body (21) movably disposed in said valve housing and having first and second different exhaust gas flow control openings (18, 19) of different flow cross-sections, said valve body (21) being hollow cylindrical so as to define an open interior space (23), and said first and second control openings (18, 19) being formed in the wall of said hollow valve body (21) in spaced relationship with the space therebetween extending over an intermediate angular wall section (22) of said valve body (21) corresponding to the size of both of said release opening (24, 25) for blocking communication with said exhaust duct (4) and said bypass line 17 being in communication with the interior space (23) of said hollow valve body (21), said valve body (21) being movable from a blocking position in which said intermediate angular wall section (22) blocks both said release openings (24, 25) in one direction to a position in which one of said release openings (25) is in communication with the second exhaust gas flow control opening (18) and in the opposite direction to a

position in which both release openings (24, 25) are in communication with the first exhaust gas flow control opening (19).
~~adjustable between a first position, in which said first gas flow control opening (18) is in communication with said exhaust gas duct (4), a second position in which said second gas flow control opening (19) is in communication with said exhaust gas duct (4) and a blocking position in which exhaust gas flow through said valve (14) is blocked.~~

2. (canceled)

3. (canceled)

4. (canceled)

5. (canceled)

6. (canceled)

7. (currently amended) An internal combustion engine ~~engine~~ according to claim 1, wherein said exhaust gas turbine (3) has two exhaust gas inlet passages (3a, 3b), which are each connected to a different exhaust pipe (4a, 4b) of the exhaust gas duct (4), and each exhaust pipe (4a, 4b) is in communication by a connecting line (15, 16) with ~~a~~ the respective release opening (24, 25) in said valve housing for communication selectively with one of the communication openings (18, 19) in the open positions of the valve device (14).

8. (original) An internal combustion engine according to claim 7, wherein the two exhaust gas inlet passages (3a, 3b) have different flow passage cross-sections.

9. (Currently amended) An internal combustion engine according to claim 8, wherein an exhaust gas recirculation device (9), is provided having a recirculation line (10), which branches off from one of the exhaust pipes (4a, 4b) assigned to the ~~smaller~~ exhaust gas manifold ~~(3a, 3b)~~ inlet (3a) with the smaller one of the different flow passage cross-sections and extends to the intake duct (6) for supplying exhaust gas thereto.

10. (currently amended) An internal combustion engine according to claim 9, wherein the release openings (24, 25) which are assigned to the respective exhaust gas ~~manifolds~~ inlets (3a, 3b) are dimensioned in such a way that about the same mass flow ~~to be~~ is released from both exhaust pipes (4a, 4b) ~~is approximately of the same magnitude.~~

11. (original) An internal combustion engine according to claim 1, wherein said exhaust gas turbine (3) is equipped with a variable vane structure (13) for controlling the effective inlet flow cross-section of the turbine.

12. (currently amended) A method for operating an internal combustion engine having an exhaust system with an air intake duct and an exhaust duct (4), a turbocharger (2) with an exhaust gas ~~turbin~~ turbine (3) disposed in said exhaust gas duct (4) so as to be driven by the exhaust gas of the internal combustion engine and a compressor (5) disposed in the air intake duct (6) and connected to said turbine (3) so as to be driven thereby, a valve (14) disposed in communication with said exhaust duct (4) upstream of said exhaust gas turbine (3) and a bypass line (17) connected to said valve (14) and bypassing said turbine (3) for discharging exhaust gas from the exhaust duct (4) upstream of said turbine (3), said valve (14) includ-

ing a valve housing with a valve body (21) movably disposed in said valve housing and having first and second different exhaust gas flow control openings (18, 19), said valve body being adjustable between a first position, in which said first gas flow control opening (18) is in communication with said exhaust gas duct (4), a second position, in which said second gas flow control opening (19) is in communication with said exhaust gas duct (4) and a blocking position in which exhaust gas flows through said valve (14) ~~is~~ is blocked, the valve being moveable to different open positions for the release of exhaust gases in the engine driving mode and for release of exhaust gases in the engine braking mode.